

DEC. 1958

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CENTRAL INTELLIGENCE AGENCYINFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

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CD NO.

COUNTRY Yugoslavia

SUBJECT Economic - Transportation; Communications

HOW PUBLISHED Daily newspapers

WHERE PUBLISHED Belgrade

DATE PUBLISHED Feb-Mar 49

LANGUAGE Serbo-Croatian

DATE OF
INFORMATION 1949

DATE DIST. 7/Apr 1949

NO. OF PAGES 2

SUPPLEMENT TO
REPORT NO.

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SOURCE Yugoslav newspapers as indicated.

RAIL PASSENGER RATES REVIEWED;
OLD CARGO VESSEL SALVAGED

RAILROAD PASSENGER FARES RISE -- Borba, No 54, 5 Mar 49

On 1 March the new schedule of passenger fares, which are 100 percent higher than before, went into effect. However, blue- and white-collar workers and students will travel to and from work at the old rates. Members of trade unions and farm workers' cooperatives and their families will continue to pay the same fares as before when they go on annual vacations or on sick leave. Whereas formerly such workers who bought, for example, a 400-dinar ticket received a 50 percent discount and paid 200 dinars, they will now receive a 75 percent discount on the same ticket, now priced at 800 dinars, and pay 200 dinars. Members of the Physical Culture Association, People's Youth Pioneer Association, and school excursion groups will be eligible for the same discounts. The new full rates will be paid only by passengers who travel on private business.

Although railroad fares are higher than before the war, workers' pay rates have risen more than the fares. The present average workingman's pay is between 3,300 and 3,500 dinars per month, as compared with 650 to 800 before the war. This is an increase of 4 to 4½ times, while fares are less than three times as high as before the war.

The main reason for the fare increase was the inability of railroads to cover expenses at the old rate schedule. Whereas prices in general are 300 percent of the price level in 1939, passenger rates in 1948 were only 142.85 percent of the prewar figure. Railroad income in 1948 was 0.488 dinar per passenger kilometer, as compared with a cost of 0.530 dinar allowed in the plan. The new passenger rates are only 285.71 percent of prewar.

The Yugoslav railroads had only 3,012 passenger cars in 1948, as compared with 5,167 before the war. This is only 58 percent of the 1939 total, although the number of passengers and the standards of living and culture of the working people have risen greatly.

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Many passengers have evaded regulations for planned distribution of railroad tickets by buying tickets on the train instead of in the station, especially as the fine for so doing was only 30 dinars. Parallel with the new rise in fares, this fine has been raised to 200 dinars.

The number of passengers carried by the railroads has risen from 58,315,916 in 1939, to 78,443,025 in 1946, 111,305,512 in 1947, and 135,870,288 in 1948. This means an increase of 135 percent over the 1939 figure. The number of passenger kilometers rose from 3,190,726,227 in 1939 to 6,809 million in 1948, or 114 percent more than in 1939.

TUNNEL COMPLETED ON MACEDONIAN LINE -- Borba, No 51, 1 Mar 49

Workers building the Kumanovo-Sveti Nikola-Ovce Polje railroad line have completed Tunnel No 4, the largest tunnel on the line, on 27 February, 2 months ahead of schedule. Tunnel No 3 was completed on 25 February. Seven more tunnels remain to be built.

CARGO SHIP SALVAGED -- Politika, No 13171, 27 Feb 49

The SS Bronduzium, which was sunk by the Germans in the most important operational section of Dubrovnik harbor in September 1943, has provided a constant obstacle and threat to the movement of ships in the harbor ever since, especially as it was loaded with munitions. For several months divers have been at work transferring the munitions to barges. In February the ship was finally raised to the surface and towed to the shipyard at Rijeka, where it will be repaired.

The Bronduzium, an old-type cargo vessel, was built 42 years ago, but it can be operated profitably. The hull has not been damaged; the sea cocks were opened when it was sunk.

NEW RADIO OPERATORS FOR MERCHANT FLEET -- Vjesnik, No 1194, 4 Mar 49

In Rijeka the courses for radio and senior radio operators, which lasted 2 months, have been completed, they were attended by ships' radio operators. The students in the courses for radio operators had previously completed courses in the Yugoslav Army during the war and after liberation, and then graduated from an additional one-year course for naval operators.

The senior radio operators, who had completed radio school in the prewar Yugoslav Army and afterwards had many years of experience, studied radio operation and navigation in these and other courses.

NEW NATIONAL GLIDER RECORD -- Borba, No 54, 5 Mar 49

The "Zarko Majcen" Flying Association in Maribor has set a national flight endurance record in a two-seater glider for the second time this year. Pilots Franc Tretjak and Edvard Cerkvonic had set a record by remaining in the air over 15 hours in a "Ziral" (Crane)-type glider. Late in February the record was broken by another club, when Maks Arbajter and Sredoje Pajic from Vrsac set a new mark by remaining in the air 20 hours and 44 minutes. On 2 March, however, Franc Tretjak and Franc Bracic, after taking off from the Maribor airfield in a Ziral-type glider, under poor atmospheric conditions, remained in the air 23 hours and 2 minutes.

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